

company represented by Comte de Colbert, General Corbinau, &c.; the company represented by MM. Séguin, de l'Ouse, de Latena, Michelet, &c.; the company represented by the Duke of Vincence, Comte Lancosme, — Brères, Comte Lagrange, &c.

Is not such a result to be lamented by the shareholders in all the companies of these two railways? They cannot all win, which is the first thing to be regretted, after having waited so long and spent so much money, and incurred so much inconvenience to have a share in these great mercantile undertakings. The next thing to be regretted is, that the winner will, by the competition, be compelled to accept the lease for a shorter period than could be desired, whereby the shareholders will not obtain so large an interest as they may have had reason to expect. Some people say, that the cause of the opposition that will take place for the Paris to Lyons Railway, was the refusal of the eleven amalgamated companies to admit the smaller ones into their body. But I know from excellent authority, that it arose from the extravagant pretensions of those little companies themselves, not one of which had the half of its capital (i.e. the half of the tenth part of the capital) paid up, but which, nevertheless, claimed to be considered equal, or nearly so, to such companies as that of Lafitte, the Union, and Ardoin, which possess some of the most wealthy and important mercantile men of England and France. But after all, people attach no very great importance to the threatened opposition,—it being thought that the opposing company will either be rejected by the Minister of Public Works, or retire at the last moment of its own accord. With respect to the Creil to St. Quentin companies, the matter is different. Some of them are of the very highest respectability and the most unquestionable substance. Hence it is feared that the competition will be very severe, it being of the utmost importance to them not to be defeated after all their trouble and expenditure; and it being also of the very utmost importance to the company of the Northern railway not to permit the Creil to St. Quentin line, which is an embankment on its own main line, to slip out of its hands. In fact, in the hands of a rival company the Creil to St. Quentin embankment may be made a very formidable rival to the main line. The annual returns of the line from Creil to St. Quentin are calculated at 3,000,000 fr., which will yield 51 per cent. for the shareholders on the capital they will have to disburse for forming, stocking, and working the line.

The Lyons to Avignon Railway was announced by some newspapers for adjudication on the 15th of January; but I have the best authority for saying that nothing has yet been finally settled on the subject. The difficulties and disputes as to the *travi* are now under the consideration of the Council des Ponts, et Chaussées, and the Minister of Public Works.

The railways at present in course of execution are running a career of uninterrupted prosperity. The receipts of last week on the Paris and Rouen line were 125,616 fr., whilst those of the corresponding week of last year were 101,394 fr. The receipts last week of the Paris to Orleans Railway were 148,870 fr.; whilst in the same week last year they were only 123,216 fr. On the St. Germain and Versailles (right bank), the receipts for the month of November were 177,077 fr., whilst in the month of November last year, they were not more than 140,750 fr. On the Versailles (left bank) Railway, the receipts for November were 48,613 fr.; in the same month last year, 45,328 fr. In the month of October last, the Railway du Gard yielded 217,214 fr.; the same month of 1844 produced only 184,592 fr.

Our Bourse appears to have entirely recovered from the crisis which weighed upon it during the whole of the last month. On railway shares there has been a very general and a very striking improvement in prices.

December, 1845.

**THE CATHEDRAL OF ST. DENIS.**—The monument erected to the memory of Louis XVIII. in the vaults of the Cathedral of St. Denis, is about being completed, and, when finished, that of Charles X., his successor, will be proceeded with. When this is done, all the French Kings and Princes up to 1830 will be there represented either by a tomb, a monument, or a statue.—*Galignani's Messenger*.

## FREEMASONS OF THE CHURCH.

Dec. 9th.—Sir Walter James, Bart., M.P., Vice-president, in the chair. Mr. James Finn, her Majesty's new consul at Jerusalem, was elected corresponding delineator for that important locality. Mr. J. O. Halliwell, F.R.S., was elected an honorary fellow.

Mr. George Isaacs contributed two fine majuscules, illuminated on vellum in gold and colours, of the 14th century. Mr. W. H. Rogers exhibited a curious brooch of ancient Irish workmanship in brass; a chaseable button of the 15th century in silver; and the seal of Macarius, Bishop of Antioch in the 15th century, having in the centre a figure of St. Peter sitting upon a throne, on a pinnacle of which a cock is roosting; the handle terminates in grotesque heads. This seal was purchased from the collection of Mr. Till. Mr. Mayford exhibited an ex-quer tally of the time of Edward III. Mr. E. B. Price exhibited specimens of foliated encaustic tiles from the ruins of Sunbridge Priory, Kent; Bradenstoke Abbey, Wilts; Reading, Berks; and St. Ann's, Blackfriars, Botolph-clare. The secretary, Mr. W. P. Griffith, exhibited a small sculptured female effigy, in stone, painted and gilt, from one of the religious establishments in Somersetshire; a very interesting relic in a perfect state of preservation. Its date is about the latter end of the 14th century. Also a painting of Harlington Church, Middlesex, by Mr. Vincent Figgins.

Mr. Cull then delivered an inaugural lecture on architectural acoustics. He began by calling attention to the science of acoustics as an important branch of physics, to the use of the science by physiologists to explain the offices of the several parts of the ear in hearing, and to the applications of the science by architects in the erection of buildings, so that the tones of the human voice and of music should reach to the whole of an assembled auditory unimpaired by resonance, and undisturbed by echoes. He regretted that many buildings were monuments of acoustical ignorance. Broun, he said, is not, as some philosophers describe it, motion, nor as others teach, resisted motion, but is a sensation *sui generis*. In all cases, however, the physical cause of sound is resisted motion. In common language we speak of noise, sound, and musical sound, to express distinctions in what we hear. "A quill," says Dr. Thomas Young, "striking against a card causes a noise, but striking successively against the teeth of a wheel, or of a comb, a continued sound; and if the teeth of the wheel are at equal distances, and the velocity of the motion is constant, a musical sound. The general terms, pitch, loudness, quality, and duration, embrace all the distinctions which are audible in sound, and which are skilfully adapted by the musical composer to express sense and sentiment in music, which may therefore be appropriately termed a tone-language. In common noises, we detect only loudness and quality; in sound we distinguish loudness, quality, and duration; and in musical sound we discriminate loudness, quality, duration, and pitch. Duration cannot be predicated of noise, because it is limited to the moment of collision, and is incapable of further extension. Mr. Cull described the physical causes of these distinctions in sound, and then explained the transmission of motion in the undulations of a stretched cord; of water disturbed by throwing a stone in it; of a field of corn, and of the particles of highly elastic bodies, in order to understand the conduction of sound by the air, which will form the subject of the next lecture.

After the lecture, it being the anniversary of the society's foundation, the secretary delivered an address, reviewing the progress made during the past year, which he considered the first year of active operation; noticing, also, the complete course of introductory lectures which had been read, as well as the assistance the society had given towards restoring objects of antiquarian interest (St. John's Gate, Clerkenwell), as an earnest of what the institution would do if sufficiently supported. The best thanks of the meeting were given to the vice-presidents, the treasurer, and the officers, for their zealous exertions during the past year, and they were re-elected for the year ensuing.

The next lecture was announced for Jan. 13. "On Ecclesiastical Design," by Mr. G. R. Lewis.

## ANTIQUARIAN NEWS AND DISCOVERIES.

DURING the past week, a Roman tessellated pavement has been brought to light at Colchester. It is of considerable extent, and of the plain red description, without any variegated design. Remains have also been discovered, on the same spot, of fresco painted walls, and from portions of charcoal and other appearances, it is supposed that the building in connection with these remains must have been destroyed by fire. At Bungay, in Suffolk, during the execution of some repairs at the Grammar School, a stone was discovered in the front of the house, with the following inscription:—

Exurgit latum tamalo substrate cadaver  
Sic Scholis nostra redit clarior astra rogo.  
1690.

This date clears up a doubt as to the time when the present school was erected, the town having been almost entirely destroyed by fire on the 1st March, 1688.—On the 25th ult. the surface ground in a paddock, at Uttington, suddenly gave way, and developed, at the depth of 16 feet, subterranean arched chambers.—*Galignani* gives an account of the recent discoveries of eighteen Gallo-Roman tombs at Luxeuil (Haute Saône). These monuments go back to the first centuries of the Christian era, and the greater number would appear to have belonged to the Pagan priests, as far as may be judged from the cups found with the bodies, and the attributes of their functions, represented on the interior of the tombs. The names of several of the deceased are written in legible characters at their feet.

Mr. Hawkins, whose letter to the Institute of Architects relative to the proposed collection of national antiquities we recently printed, has addressed a letter to the chairman of the several railways on the same subject. He also points out the high probability that, in the progress of the railways now in the course of formation, many very interesting antiquities will be brought to light; without some special interference for their protection, such objects are too often ignorantly destroyed by the workmen by whom they are found. He asks the directors to give orders for the preservation of antiquities found in making railways, and to afford facilities for the record of such discoveries, and for the inspection of the objects found. Mr. Hawkins remarks: "Antiquities can only be classified by the most extensive comparison of specimens; for such comparison is required the actual juxtaposition of the objects compared, a knowledge of the district to which they belong, and, as far as possible, of the circumstances of their discovery; if they are only partially preserved, or recorded, much of their value as evidence is lost, or, if they are scattered in collections far apart, the minute distinctions and resemblances on which their arrangement depends can scarcely be perceived, or, if perceived, rendered available in archaeological research."—We are glad to learn that very satisfactory replies have been received.

## BATHS AND WASH-HOUSES FOR THE LABOURING CLASSES.

ON Tuesday last the ceremony of laying the foundation stone of the first model establishment for baths and wash-houses for the labouring classes took place in Goulston-square, High-street, Whitechapel. The Lord Mayor presided on the occasion; there were also present Mr. Wm. Cotton, the chairman of the committee, Mr. Wm. Weire, as deputy chairman, the Rev. Mr. Quickett, &c. The stone having been lowered, the Lord Mayor went through the process of "laying the stone," on which was fixed a brass plate with the annexed inscription:—"The first stone of this building, erected for Baths and Wash-houses for the Labouring Classes, was laid by the Right Honourable John Johnson, Lord Mayor; the Right Reverend Lord Bishop of London, President; Wm. Cotton, Esq., Chairman; Wm. Hawes, Esq., Deputy Chairman; P. P. Baly, Esq., Engineer; T. Buller and T. Forrest, Esquires, Honorary Secretaries; and G. S. Griffith, Esq., Assistant Secretary." A glass bottle was also laid in, in which were deposited the silver and copper coins of the realm, a dime ticket, and the report of the committee.

In the evening upwards of 240 gentlemen celebrated the event by dining together at the London Tavern; the Lord Mayor took the chair. In the course of the evening donations were announced amounting together to about 1000.